





## Announcements.

## GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 31 Prize MEDALS and CERTIFICATES of MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—  
"It is of unexceptionally good quality."  
"Particularly pleasant to the taste."  
"Decidedly tonic and sustaining."  
"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The Ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.  
Victoria Dispensary,  
Queen's Road Central,  
Hongkong, 17th October, 1892.

## A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY.

## HIGH CLASS CONFECTIONERY

CHOCOLATE CREMES, VANILLA PRALINES, SUGARED ALMONDS, BURNT

ALMONDS, NOUGAT, JUJUBES,

TURKISH DELIGHT,

PARISIAN,

Etc., Etc., Etc.

Of the Purest Manufacture and best quality.

## DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON, GUAVA, RASPBERRY, STRAWBERRY, PLUM, &amp;c.

Very suitable for table use.

## CALLARD AND BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and EVERTON TOFFEE.

## CADBURY'S CHOCOLATES

In great variety.

CRYSTALLIZED FRUITS, MUSCATELS, ALMONDS AND FIGS.

## FANCY BOXES.

A large and varied Assortment of ARTISTIC DESIGNS.

## TOM SMITH'S CRACKERS.

A TASTEFUL AND WELL ASSORTED STOCK.

## A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 7th January, 1893.

## The Hongkong Telegraph.

HONGKONG, WEDNESDAY, JANUARY 11, 1893.

## TELEGRAMS.

BOMB OUTRAGE IN PARIS.  
LONDON, December 30th.  
Another bomb outrage has taken place in Paris.

CHARTERED MERCANTILE BANK.  
The Chartered Mercantile Bank of India, London and China, has been re-chartered for the 10 years ending 1899, and the new Bank is a limited liability company under the old title but with the addition of the word "Limited."

TROUBLE IN PARIS.  
January 2nd.  
There is great anxiety in Paris in consequence of the activity shown by the Socialists and Anarchists who are believed to be organizing centres for revolutionary action throughout the city.

THE CHARTERED MERCANTILE BANK.  
At a meeting of the Chartered Mercantile Bank of India, London and China, it was agreed to register the new Bank as a limited liability company.

THE PANAMA SCANDAL.  
January 9th.  
M. Babinet, Minister of Public Works when the Panama lottery was issued, has been arrested.

BILL TO SUSPEND SILVER PURCHASES.  
The Senate at Washington is discussing the Bill to suspend purchases of silver. The Silver States Senators declare that there is no chance of its being passed this session.

THE BRITISH MISSION TO MOROCCO.  
The chief object in sending Sir J. West Ridgway to Morocco is to restore friendly relations with that country. He goes to Tangier not to Fez.

THE EMIR OF BOKHARA VISITS MOSCOW.  
The Emir of Bokhara has arrived at Moscow and is quartered in the Kremlin. He received a royal reception.

## LOCAL AND GENERAL.

A WESTERN KANSAS editor has ordered a tombstone with the inscription: "We are here to stay."

OVER 2,500 horned cattle in Japan have died of rinderpest or been destroyed since the outbreak commenced.

It has been said that if every love affair ended in marriage, there is not a man in the world who would not be a Mormon.

THE *Sushko Maru*, a steamer owned by the Tottori Steamship Co., burst her boiler in a gale off Akasaka recently and sank immediately.

THE Marquis Date Munshi, one of the greatest of the Daimios of Japan, who figured most conspicuously in Restoration days, died on the 20th ult.

Mrs. Jason—Jehiel, what is an agnostic? Mr. Jason—Why, it is a fellow that don't believe in neither doctors nor preachers as long as he is in good health.

MESSRS. MOURILYAN, Helmann & Co.'s appeal from the Tokio Appeal Court in the Kerosene Oil case has been dismissed by the Supreme Court of Judicature.

CAPT. Teisukichi, of the N. Y. K. steamer *Kawako Maru*, was "mistaken on the 18th ult. between Otani and Hakodate, and is supposed to have fallen overboard."

At the Magistracy to-day, before Capt. Hastings, five boatmen were fined \$25 each for boarding steamers (*Sungshang and Halphong*) without permission from the masters.

A CONSERVATIVE business man, in writing a letter of recommendation for a departing clerk, said: "He is honest as the day is long, but I know nothing about him at night."

We are informed by the agents (Messrs. Dodwell, Carill & Co.) that the "Shire" Line steamer *Monmouthshire* left Singapore for this port to-day, and is due on or about the 18th inst.

A REGULAR Convocation of Victoria Chapter, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

A REGULAR meeting of the Victoria Preceptory will be held in Freemasons' Hall, Zetland Street, on Thursday, the 11th inst., at 8.30 for 9 p.m. precisely. Visiting companions are cordially invited to attend.

THE French cruiser *Forfait*, which came to relieve the *Villars* on the China station, arrived at Singapore from Mabo on the 3rd inst. The *Forfait* has an armament of sixteen guns and carries a crew of 250 men.

THE Superintendent of the P. & O. S. N. Co. informs us that the steamship *Thames*, with the English mail, left Singapore for this port yesterday at 5 p.m., and is expected here about 5 p.m. on the 16th inst.

At the Magistracy yesterday five coolies were convicted of attempting to extort money from a Wing Lok Street boarding house keeper, alleging that he had kidnapped their brother, or cousin, and sent him away as a "contract labourer" or 10th century slave. The ringleader was sent to gaol for three months and the rest for six weeks each.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:—

Overture: "Scandinavia".....Roudel.  
Selection: "Cavalleria Rusticana".....Bucchi.  
"The Old Song".....Bucchi.  
Selection: "The Gondoliers".....St. A. Sullivan.  
Musical: "The Love and the Bird".....Hewitt.

JOHN A.—"What do you think of that artist who painted cobwebs on his ceiling so truthfully that the servant girl wore herself into an attack of nervous prostration trying to sweep them down?"

SMITH, J.C.—"There may have been such an artist, but there never was such a servant girl."

WHAT we want to know is—who was the triple-expansion idiot that filled up both of our so-called contemporaries with the same yarn, word for word, even to the bad spelling and poetry, about the *Kittus* and the *Glenfruin*? The true version was in the *Telegraph* several days ago. Also, who is the blanky-blank blockhead that says the *Glenfruin* was to blame?

A quaint advertisement recently appeared in the columns of an English newspaper. It requires no comment, and shall appear in its original simplicity:—

Wanted, a Cook.—Preference given to one with wooden legs, as the business is somewhat damp.—Apply, &c.

AN ingenious citizen has taken out a patent for a combination of bill-chair and ricksha. It appeared in the streets a few days ago, and raised shouts of laughter among the coolies. Then the owner went up the hill to the chair, leaving the wheels at the bottom, and somebody stole them, and now the patent is for sale at a nominal price—lower than Imvill.

Mrs. Winks—I see the question of omitting the word "obey" from the marriage service is up again.

Mrs. Winks—Yes. It's perfectly abominable the way they are tinkering at the marriage service. They'll be leaving out "love and honor" next and bringing the beautiful sacrament down to a common-place civil contract. Well, I must be going. I want to take this bundle to the tailor's before his place is shut. It is some of my husband's duds which he told me to mend, but I think I see myself going it. Good-by, dear.

A coolie charged yesterday at the Police Court with having used his licensed ricksha to carry cargo, produced the following letter from his employer, which is a lovely specimen of "English as it is spoke":—

Dear Sir,  
The Gully have brought my meet & on Saturday home with his ricksha and he has not committed any other Crims I think you shall not put him in trouble.

Yours most obedient,  
[Signed: 3/7 days, and the document forwarded to the Chicago Exhibition.]

## TO-DAY'S SHIPPING RETURNS.

Inward.	
<i>Halphong</i> .....steamer, from Hallow.	
<i>Talchong</i> ....." " " " " "	
<i>St. Nordisk</i> ....." " " " " "	
<i>Port Adelaide</i> ....." " " " " "	
<i>Kuikang</i> ....." " " " " "	
<i>Pokien</i> ....." " " " " "	
<i>Mercury</i> ....." " " " " "	
<i>Brautlin</i> ....." " " " " "	
Aggregating 7,007 tons, register.	
Outward.	
<i>Halphong</i> .....steamer, for Swatow, &c.	
<i>Albion</i> ....." " " " " "	
<i>Albion</i> ....." " " " " "	
<i>Albion</i> ....." " " " " "	
<i>Albion</i> ....." " " " " "	
Aggregating 1,899 tons, register.	

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of India* left Vancouver yesterday morning for this port, via Yokohama, Kobe and Shanghai.

SHE (on the verandah in the Hotel)—Thanks, I don't care for the steamer rug, but I should like something to put around my neck.

HE—What shall I fetch, a shawl?  
SHE—No, anything with arms to it—

PERSONAL adornment by means of cosmetics has been practiced from most ancient times. Classical writers inform us that the dames of Greece and Rome derived the custom of using cosmetics from the Egyptians. Eastern women of all times have freely indulged in "painting and decorating," and it is probable that also from the Egyptians the Jewish women learned the habit, which, being used by Joseph, has become a proverbial in connection with the subject. In England the use of rouge as a cosmetic commenced in the days when ladies disguised themselves by patches of court-plaster stuck on different parts of the face—that is, about the middle of the sixteenth century. The fashion as to patches and abuse of cosmetics culminated during the reigns of two Charleses. While the wearing of patches has almost completely disappeared, although it is impossible to say it might not be revived—use of rouge, in perhaps more modern fashion, has continued down to the present day. In the case of vegetable rouge, if properly prepared, its use is completely innocuous; but much that is sold is said to contain preparations of lead, making it highly dangerous to use.

MESSRS. WHELOCK & Co.'s freight market report dated Shanghai, January 10, 1893, is as follows:—Since our last issue a dollar rate of freight to New York has occurred, and with the small amount of cargo yet to go forward prospects of an advance are not very favorable. For London—We have no change to record, rates remaining as before—There is almost absolutely no demand and outside the regular liners we hear of no settlements. Nagasaki to Shanghai—We referred in our last to a better feeling for small steamers, and rates have further advanced as will be seen by quotations below. For London, via Suez Canal—We have only one sailing, the *Shanghai*, both of which secured very good cargoes, considering the season is almost closed. The berth is occupied by the P. & O. extra boat *Yara*, and the *Dardanus*, and the steamship *Opash*, shortly expected from Japan, will meet with quick despatch. For New York, via Suez Canal—The *Port Adelaide* sails to-day, and the *Worcester* follows immediately. The next steamer to take the berth is the *Maya*, just arrived from Japan. Via the Cape—There is a small enquiry for tonnage, but no vessels are in port, and nothing is available. Hongkong to London—Steamship *Clive*, via Foochow, 24th ult., steamship *Peking*, via Foochow, 2nd inst. Departure for New York: Steamship *Glenish*, via Amoy, 23rd ult. Departure for San Francisco—Am. Schooner *E. W. Wood* 26th ult. Quotations are:—Shanghai to London, 35s. per ton for general cargo; 40s. for tea. Shanghai to New York direct, 30s. per ton for all cargo. Wuhu to Canton, 10 cents per picul. Choo to Swatow, 12 cents per picul. Nagasaki to Shanghai, \$1.30 per ton, steam. Settlements during the fortnight—*Agamard*, German steamer, 610 tons register, \$1,000 per month, for 12 months. *Whitson*, British steamer, 999 tons register, Kuchino to Singapore, private terms. Disengaged vessel in port:—*St. Mungo*, Br. ship, 1825 tons register.

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The Attorney General pointed out that the special feature of Inscribed Stock was that it was a permanent investment for 50 years, and would attract trustees and others, who would not want bonds that might be redeemed at any time.

Some discussion arose as to the meaning of "redemption at par"—whether it was the nominal value, 100, or price of issue, 91; the Colonial Secretary and Governor thinking (though not sure) that the latter was meant.

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Dr. Ho Kai thought it ridiculous for legislators to make a law of which they admitted at the time they did not know the meaning.

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The Colonial Secretary also said that as the Bill was drafted at home it must be infallible, as there was no one discussing it. (In fact, it would simply matter to have all Hongkong laws made in England—or cheaper to have them made in Germany—and save the trouble of talking here.)

Ultimately it was agreed, on the suggestion of the Governor, to pass the Bill with the word "par," and to notify the Secretary of State that the Council understood that to mean "price of issue."

After a little further discussion the Bill was passed through Committee, read a third time, and became law.

THE Colonial Treasurer moved and the Attorney General seconded the second reading of the Bill for raising the sum of £200,000 by loan for the purpose of defraying the cost of certain Public Works.

Mr. Chamber moved, as an amendment, that the second reading be postponed for six months. He thought that if a loan was necessary, it ought to be raised in gold, as that would bring money into the colony, which was terribly wanted, and so would do much good; whereas a silver loan, raised locally, would mean that large deposits must be withdrawn from the banks to invest in the loan, and so the banks would have to restrict facilities to their customers more than now, which would be exceedingly bad.

Also, interest on a gold loan would be at least 1 per cent. less than on a silver loan, which fact would certainly set off, as depreciation of the dollar as low as 15 ad. Having thus proved the superior advantage of borrowing in gold, it was next to be seen when to do it. Certainly not now, because there were so many elements of doubt as to exchange. If the United States stopped buying silver, India must close her mints; or if India did so, then the U.S. must stop. Anyhow, the silver question was so unsettled, and so soon to take one way or the other, that it was ought to wait and see. British capitalists would not send their gold out to Hongkong until they knew what would become of it.

It was not likely, however, that the Colonial Secretary would agree to wait, as it would upset his estimates, and leave him with a very large deficit which he was relying on the loan to meet. It had already been stated in the debate on salaries that the Colony was in a bad state financially, and it could now be proved.

His Excellency—Does all this bear on the question of the loan? Did, as he would show directly. The salaries did as it did in 1889. The revenue for 1889 was \$1,978,274, and expenditure \$1,459,167; surplus \$519,107. The Commission agreed to raise official salaries in 1890, for which year the revenue was \$2,011,850, expenditure \$1,470,221, and surplus \$541,628. Early in 1891 the officials saw trouble ahead, and asked the Secretary of State not to sanction the increase. He did, however, under clear conditions which the present Government of the Colony refused to fulfil. In 1891 the revenue was \$2,023,305, expenditure \$1,508,073, surplus only \$515,232. For 1892 the Government placed the revenue at \$1,997,216, expenditure \$1,585,000, surplus down to \$412,216; and now for 1893, the estimates were—revenue \$1,950,000; expenditure (usually under-estimated) \$1,899,389, surplus, \$50,611.

His Excellency—That is, including \$40,000 interest on the loan.

Mr. Chamber—Even counting the \$40,000 as surplus, still the yearly surplus was decreasing dangerously, and might turn out a deficit this year. That showed the real reason why the Colonial Secretary would not meet the loan proposal; he wanted a big credit balance to fall back on. His extraordinary proposals had been all carried on out of surplus revenue, since 1889, and there was no reason why they should not so go on for just six months, until the silver question was less uncertain. The total required during that time would only be \$180,000, and the banks would give temporary accommodation to that extent. It could do no possible harm to hold over the second reading for six months.

Mr. Bellios, in an able and eloquent speech, begged that the bill be dropped entirely; though he was really anxious not to hamper the Government, he felt that it would be most disastrous to borrow this £200,000. There was still unpaid \$1,660,000 of old loan, so that the total debt would be \$3,660,000, or at \$7 to the £, it was a formidable debt of two and a half million dollars. For the past 50 years the colony had paid its way; its officials came and went every year, but the malabasy of the colony, the resident merchants, remained and saw with sorrow the mad extravagance which a big credit balance allowed them to indulge in. He had up to now, he had to slash at his expenses, and keep them down to a minimum; but though the Government knew the revenue was becoming insufficient, since the loan loomed up in the near future no effort had been made to reduce expenditure. It would be far better to wait for the results of the retrenchment which the Governor had talked of so much.

The proposed loan was to be redeemed in fifty years; now, if the Government would carry out its promise, and by reducing clerks' salaries and other economies save \$5,000 or \$15,000 a year, in twenty years at 6 per cent. interest, pound interest exactly £200,000 could be saved (as the Governor had been trusted to do) the two sums would total \$95,000 per annum, and the saving in 20 years would be an immense sum. It was all very well to say that civilised countries usually made money for permanent works, but this Colony might turn out like Macao or St. Thomas, with a very poor posterity—no debt left at all. Hongkong was a very exceptional place, with absolutely no internal resources; and the previous Governor of Hongkong said once in Council that circumstances might reduce it to the same state as Macao. Land and house property in Hongkong was already sadly depreciated, and the native community, who formed the bulk of the traders and workmen, were leaving—The Harbour Master's report for 1891 showed that the Customs *shipways* was stilling the junk trade. Men always wanted to spend lavishly when they thought they were rich.

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THE Imperial Institute.

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The Colonial Treasurer seconded the motion, which was carried.

LOAN (CONDITIONS) BILL.

The Colonial Treasurer moved the second reading of the Bill to declare the terms and conditions applicable to loans authorized to be raised by the Government of Hongkong and to provide for the creation of inscribed stock. He thought that as he had explained the Bill very fully on the first reading he need say little more now; but that, as the bill had been drafted at home on an approved model, any alteration, unless it seemed necessary, was not advisable. (No laughter.)

The Colonial Secretary seconded the motion, which was carried.

The Council went into Committee on the Bill. Mr. Whitehead asked why the rate of interest should not be limited to 1 per cent. instead of 4 1/2, which rate the money could be got locally. His Excellency pointed out that the "lowest possible" rate was mentioned, so that a maximum of 4 1/2 did not matter much.

The Colonial Secretary noted that perhaps the lowest rate fifty years hence might be 4 1/2. Mr. Whitehead suggested that there should be a drawing of bonds every five years, instead of a redemption fund. The redemption fund would have to be saved, and the 1891 loan sinking fund had been invested in securities which had fallen 8 to 10 per cent., and might fall as much as 20. Risk would be avoided by adopting the other course of drawing.

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## The Share Market.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank—115 per cent. premium, buyers.  
 The National Bank of China, Ltd.—on £8.10 paid up, 35 per cent. div., sellers.  
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—£25, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, £20, sellers.  
 Chinese Imperial Loan of 1884 B—2 1/2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—14 per cent. premium.  
 Union Insurance Society of Canton—\$82 per share, buyers.  
 China Traders' Insurance Company—\$56 per share, sellers.  
 North China Insurance—Tia. 225 per share, sales and buyers.  
 Canton Insurance Company, Limited—\$100 per share, buyers.  
 Yangtze Insurance Association—\$102, sellers.  
 On Tai Insurance Company, Limited—Tia. 150 per share, buyers.  
 Hongkong Fire Insurance Company—\$255 per share, sellers.  
 China Fire Insurance Company—\$87 1/2 per share, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$93 per share, sellers.  
 China and Manila Steam Ship Company—28 per share, buyers.  
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.  
 Douglas' Steamship Company—\$37 per share, sellers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—76 per cent. premium, sellers.  
 Gen. Fenwick & Co., Limited—\$143 per share, buyers.  
 Hongkong Hotel Company—\$22, sellers.  
 Hongkong Hotel Co.'s 516 per cent. Debentures—\$101.  
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.  
 The Shamoon Hotel Co., Limited—\$5 per share, sellers.  
 Paoan and Sunghie Dua Samanlian Mining Co.—\$44 per share, sales and buyers.  
 The Raub Gold Mining Co., Limited—50 cents per share, sellers.  
 New Miners Mining Co., Limited—\$21 per share, sellers.  
 The Raimond Gold Mining Co., Limited—nominal.  
 Soc'd'd Frs' cales des Charbonnages du Tonkin—\$40 per share, sales and buyers.  
 The Jelebu Mining and Trading Co., Limited—\$5 per share, sales and buyers.  
 The Selama Tin Mining Co., Limited—5 cents per share, sales and buyers.  
 London and Pacific Petroleum Co., Ltd.—nfs, nominal.  
 China Sugar Refining Company, Limited—\$145 per share, sellers.  
 Luzon Sugar Refining Company, Limited—\$35, nominal.  
 A. S. Watson & Co., Limited—\$15 per share, sales and buyers.  
 Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.  
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
 The Kowloon Land Investment Co., Limited—\$8 per share, sellers.  
 The Hongkong Land Investment Co., Limited—\$7 per share, sellers.  
 The West Point Buildings Co., Limited—\$26 per share, sellers.  
 H. G. Brown & Co., Limited—\$15 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sales.  
 Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.  
 Hongkong Gas Company—\$105 per share, sales and buyers.  
 Hongkong Ice Company—\$68 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$46 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.  
 The Green Island Cement Co.—\$44 per share, sellers.  
 The Hongkong Electric Light Co., Limited—\$21 per share, sellers.  
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited—\$55 per share, sellers.

## EXCHANGE.

On LONDON—Bank, T. T. 2/8 1/2  
 Bank Bills, on demand 2/8 1/2  
 Bank Bills, at 4 months' sight 2/8 1/2  
 Credits at 4 months' sight 2/8 1/2  
 Documentary Bills, at 4 months' sight 2/8 1/2  
 On PARIS—Bank, T. T. 3/4  
 Credits, at 4 months' sight 3/4  
 On INDIA—T. T. 22 1/2  
 On Demand 22 1/2  
 On SHANGHAI—Bank, T. T. 7 1/2  
 Private, 30 days' sight 7 1/2

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Capt. Clutterbuck, R.N. Mr. J. Kicker.  
 Mrs. Clutterbuck Mr. W. Liddle.  
 Mr. G. C. Cox Mr. E. Macleay.  
 Mr. and Miss Deering Captain Moore, R.N.  
 Mr. T. Dent Lieut. P. O'Malley.  
 Mr. D. Dick Mrs. Nicol and child.  
 Mr. C. Evelyn Mr. and Mrs. Paul.  
 Hon. & Mrs. Gorman Lieut. and Mrs. C. M.  
 Mrs. Guillaume and Perkins.  
 Mr. L. Haeleol Mr. and Mrs. E. Sharp.  
 Mr. F. Henderson Mrs. L. Starr.  
 Mr. Chas. H. Hill Mr. Tanit.  
 Mr. and Mrs. Ingham Mrs. Veitch, 2 children.  
 and child.  
 Capt. & Mrs. Jackson Mrs. Warren.

## VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie Miss C. G. Hogg.  
 Mr. S. T. Benjamin Miss Hogg.  
 Mr. H. E. Boxhall Mr. and Mrs. W. Macbean.  
 Mr. Hartbeek children and nurse.  
 Rev. R. F. Colbold Mr. Chas. C. Misch.  
 Mr. Coburn Mrs. Van Nieu.  
 Mr. and Mrs. C. C. Mr. Dinshaw Nowroji.  
 Coben Mr. A. Ross.  
 Mr. J. B. Coughtrie Mr. F. Saunders.  
 Mr. H. Crawford Mr. and Mrs. W. J.  
 Mr. Geo. Fenwick Saunders.  
 Monsieur Forester Mr. and Mrs. F. O.  
 Mr. and Mrs. Harding Sexton.  
 Monsieur Hammit Mr. J. N. Tata.  
 Mr. Taylor.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson Mr. V. Kofod.  
 Mr. Chaudet Mr. W. H. R. Loxley.  
 Mr. F. East Mr. F. Maitland.  
 Mr. W. S. Harrison Mr. W. R. Needham.  
 Mr. Thos. Howard Mr. Medhurst.  
 Mr. Morton Jones Mr. A. E. Skeels.  
 Mr. C. H. Gale Mr. Sparrow.  
 Mr. W. H. Gaskell Mr. Geo. L. Tomlin.

## WINDSOR HOTEL.

Mr. W. Road Mrs. Mitchell-Jones.  
 Mr. J. F. Boulton Capt. and Mrs. Morris.  
 Major & Mrs. Chapman Mr. A. Park.  
 Mr. S. I. Danby Mr. and Mrs. Pigott.  
 Mr. G. Engel Dr. Stephenson, U.S.N.  
 Mr. P. Gavanilles Mrs. F. B. Stephenson.  
 Mr. F. W. Johnson Miss R. Stephenson.  
 Mr. R. J. Joyce Capt. & Mrs. Stomham.  
 Mr. P. M. B. Lake Captain A. Tillett.  
 Mr. A. Meurant Mr. A. Trank.  
 Captain F. Meyer Lt.-Col. J. L. Tufnell.  
 Hon. N. G. Mitchell-Mrs. Tufnell.

## Shipping.

## ARRIVALS.

HAI PHONG, French steamer, 874, Galletti, 10th Jan., Haiphong, and Hoihow 8th Jan., General—Messageries Maritimes.  
 TAI-CHONG, German steamer, 823, H. T. Spiesen, 10th Jan., Saigon 6th Jan., Rie—Jardine, Matheson & Co.  
 ST. NORDISKE, Danish steamer, 596, Suenon, 10th Jan., Amoy 3rd Jan., General—C. N. Telegraph Co.  
 MERCURY, British steamer, 831, Captain C. J. Bailour, 10th Jan., Singapore 3rd Jan., General—Jardine, Matheson & Co.  
 PORT ADLAIDE, British steamer, 1,785, Jamieson, 11th Jan., Shanghai 8th Jan., General—Jardine, Matheson & Co.  
 KUTANG, British steamer, 1,495, W. Hall Jackson, 11th Jan., Calcutta 24th Dec., Penang 31st and Singapore 4th, Oplum and General—Jardine, Matheson & Co.  
 FOKIER, British steamer, 509, W. Davis, 11th Jan., Tamsui 8th Jan., Amoy 9th, and Swatow 10th, General—D. Laprak & Co.  
 BRAZILIAN, British steamer, 294, A. Skellen, 11th Jan., Australia 26th Nov., Sandalwood—Jardine, Matheson & Co.  
 HOLSTEIN, German steamer, 1,103, J. Bruhs, 11th Jan., Saigon 7th Jan., Rie and Paddy—Wielers & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Cleora, British steamer, for Saigon.  
 Kermun, British steamer, for Shanghai.

## DEPARTURES.

Jan. 10, Yenny, American bark, for Yap.  
 Jan. 11, Hailong, British bark, for Swatow, &c.  
 Jan. 11, Stam, British steamer, for Swatow, &c.  
 Jan. 11, China, American bark, for Yokohama.  
 Jan. 11, Alutina, German steamer, for Hoihow.  
 Jan. 11, Charters Tower, British steamer, for Kutchinow.  
 Jan. 11, Yarra, French bark, for Saigon, &c.

## PASSENGERS—ARRIVED.

Per Hailong, str. from Haiphong, 10. Messrs. de Bérigny, Sharples, and Tanant.  
 Per Taklong, str. from Saigon—43 Chinese.  
 Per Fokien, str. from Tamsui, &c.—Mr. Achat, and 202 Chinese.  
 Per Kutang, str. from Calcutta, &c.—505 Chinese.  
 Per Holstein, str. from Saigon—2 Chinese.

## DEPARTED.

Per Yarra, str. from Hongkong for Saigon—Admiral Hermann, Messrs. Lavie, Gueche, Ha Mith Phai, J. Cargouet, and 16 Chinese.  
 For Singapore—Messrs. V. Assomul and 3 friends, and Lai Chow Feong, for Colombo—Mrs. Stein, For Marselles—Mr. and Mrs. Gueidan and 2 children, Mrs. E. Maillard, Messrs. E. Allgreen, W. Boad, G. Gown, Sevére, and A. Maillard. From Shanghai for Saigon—Mr. Colomb, From Yokohama—Mr. Bellagay, For Suva—Mrs. Ames, Misses Lill and H. Ames, For Marselles—Messrs. Teichbahl, Berrioli, and Kawakami. From Kobe for Saigon—Mr. Ujikan Sui. For Marsilles—Mr. Bordes.  
 Per China, str. for Yokohama—Mr. A. L. Bagnall, Mr. W. A. Assomul, and 1 Indian.  
 For San Francisco—Mrs. B. S. Flowers.

## REPORTS.

The British cruiser Mercury reports that she left Singapore on the 3rd instant. Had strong monsoon and rather heavy head sea for first three days out; thence to port had fine weather, and thick fog experienced outside Hongkong.  
 The British steamship Kutang reports that she left Calcutta on the 24th ultimo, Penang on the 31st, and Singapore on the 4th instant. From Calcutta to Singapore had light to moderate breeze with fine weather and smooth sea. Immediately on leaving Singapore encountered strong monsoon and heavy north-east swell for first 3 days out. Then wind and sea moderated and died down to light breeze and smooth sea to Hongkong.

The British steamship Fokien reports that she left Tamsui on the 8th instant. Amoy on the 9th, and Swatow on the 10th. From Tamsui to Amoy had calms and light south-west wind the first part of the passage, and the latter part had calms and fog. From Amoy had light north-west winds and fog to Swatow. From Swatow had light to moderate easterly winds and cloudy weather throughout. In Swatow the steamships Yunnan and Potting.

## Post Office.

A MAIL WILL CLOSE—  
 For Swatow and Bangkok—Per Dewongsoi to-morrow, the 12th instant, at 9.30 A.M.  
 For Singapore—Per Glenarr to-morrow, the 12th instant, at 4.30 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 AKAOO, Japanese steamer, 1,521, H. Selck, 10th Jan., Nagasaki 5th, Coals—Mitsui Bussan Kaisha.  
 BORMIDA, Italian steamer, 1,499, F. Ansaldo, 6th Jan., Bombay 16th Dec., and Singapore 18th, General—Carlucci & Co.  
 BORZO, Dutch steamer, 1,400, H. Klein, 28th Dec., Java (Cheibon) 17th Dec., Sugar—Jardine, Matheson & Co.  
 CUBAN, German steamer, 623, W. Wendt, 8th Jan., Haiphong 5th Jan., and Hoihow 7th, Rie and General—A. R. Marry.  
 CICKRO, British steamer, 1,030, A. George, 3rd Jan., Saigon 29th Dec., General—Arnhold, Karberg & Co.  
 CLARA, German steamer, 675, H. Island, 30th Nov., Canton 30th November, General—Stuenkel & Co.  
 DONAL, German steamer, 1,000, B. Grundmann, 7th Jan., Saigon 1st Jan., Rie and Salu—Wielers & Co.  
 EMPRESS OF CHINA, British steamer, 3,000, R. Archibald, 3rd Jan., Vancouver 13th Dec., Yokohama 26th, Kobe 29th, and Shanghai 1st Jan., General—C. P. R. Co.  
 EMERALDA, British steamer, 966, G. A. Taylor, 7th Jan., Manila 5th Jan., General—Bagnall & Co.

## HONGKONG—STEAMERS.

(Continued)  
 FAME, British steamer, 117, Captain McLesah, —Hongkong Government tender.  
 GLENHARR, British steamer, 1,407, Murray, 1st Jan., Saigon 28th Dec., Rie and Paddy—Jardine, Matheson & Co.  
 GLUCKSBURG, German steamer, 918, P. Thomsen, 8th Jan., Saigon 3rd Jan., Rie and Paddy—Melchers & Co.  
 KERMUN, British steamer, 1,085, Geo. S. Carlin, 10th Jan., Canton 4th Jan., General—Butterfield & Swire.  
 HANGCHOW, British steamer, 1,669, F. W. Manson, 28th Dec., Batum 6th Nov., Petro-terfeld & Swire.  
 HEBE, Norwegian steamer, 1,669, F. W. Manson, 28th Dec., Batum 6th Nov., Petro-terfeld & Swire.  
 LIEN-SHING, British steamer, 1,049, W. M. Young, 10th Jan., Shanghai 6th Jan., and Swatow 9th, General—Jardine, Matheson & Co.  
 NEUBERGER, German steamer, 3,207, B. Blanke, 8th Jan., Yokohama 31st Dec., Malls and General—Melchers & Co.  
 ORION, Austrian steamer, 1,760, G. Wallachlog, 31st Dec., Trieste 12th Nov., and Singapore 24th Dec., General—D. Sastoon, Sons & Co.  
 PAOTING, British steamer, 1,088, Thos. Gyles, 10th Jan., Canton 4th Jan., General—Butterfield & Swire.  
 PILOT FISH, British steamer, 161, A. Steward, —Hongkong and Whampoa Dock Co.  
 SOOCHOW, British steamer, 999, N. Marido, 1st Jan., Canton 1st Jan., General—Butterfield & Swire.  
 STRATHCLYDE, British steamer, 2,151, L. Whyte, 6th Jan., New York 3rd Nov., General—Doddwell, Carrill & Co.  
 TAI-YUEN, British steamer, 1,459, R. Nelson, R.N.R., 5th Jan., Nagasaki 31st Dec., General—Butterfield & Swire.  
 VELOX, German steamer, 636, H. R. Goutard, 28th Nov., Canton 18th Nov., General—Wielers & Co.

## SAILING VESSELS.

ALTAIR, British bark, 337, Munro, 11th Dec., Tientsin, Beas, —Butterfield & Swire.  
 CHURCHSTON, British bark, 473, W. Buttl, 24th Dec., Fremantle 10th October, Sandalwood—Stuenkel & Co.  
 ERLANGEN, Chinese bark, 457, Oplum Examination, 10th, Stonecutters' Island—Chinese Customs.  
 HARVARD, American bark, 932, L. A. Colcord, 15th Nov., Singapore 21st Oct., Timber—Master.  
 JOHN BARLEY, American bark, 700, F. P. Shepherd, 16th Dec., Chelso 8th Dec., General—Master.  
 LOTARIE, Italian bark, 718, P. Gardello, 13th Dec., Callao 8th August, Old Iron and Brass—D. Musso & Co.  
 NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-long, 24th August—Yee-on 11th Aug., Timber—Yang Kee.  
 NICOVA, British bark, 195, T. Norris, 16th Nov., Bangkok 5th November, Timber—Wielers & Co.  
 WM. J. ROTCH, American ship, 1,664, Geo. L. Bray, 3rd Dec., San Francisco 13th Oct., Flour—Fung Sang & Co.  
 WM. W. CRAPO, American bark, 1,073, W. W. Hardy, 6th Jan., San Francisco 17th Nov., Flour—Melchers & Co.

## Masonic.

**DILIGENTIA LODGE**  
 OF INSTRUCTION.  
 A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 12th instant, at 5.30 p.m. precisely. Visiting Brethren are cordially invited.  
 Hongkong, 4th January, 1893. [129]

**ST. JOHN LODGE**  
 OF HONGKONG,  
 No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 12th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited.  
 Hongkong, 9th January, 1893. [81]

**PERSEVERANCE LODGE OF**  
 HONGKONG, No. 1,165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 16th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited.  
 Hongkong, 9th January 1893 [18]

**CATHAY CHAPTER**  
 No. 1165.

A REGULAR CONVOCAION of the above Chapter will be held in the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 17th instant, at 8.30 p.m. precisely. Visiting Companions are cordially invited.  
 Hongkong, 9th January, 1893. [81]

## Intimations.

**LEVY HERMANOS.**  
 JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.  
 Sole Agents for PATRICK PHILLIPS & Co., Geneva. A great variety in Fancy Goods.  
 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.  
 Hongkong, 5th January, 1893. [73]

**G. FALCONER & CO.**  
 WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.  
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
 No. 48, Queen's Road Central. [63]

**CHS. J. GAUPP & CO.**  
 CHRONOMETER, WATCH, AND CLOCKMAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS.  
 CHARTS AND BOOKS.  
 Sole Agents for Louis' Anderson's Watches, awarded the highest Prize at every Exhibition; and for Veiglander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.  
 No. 8, Queen's Road Central. [63]

**HONGKONG TIMBER YARD, WANCHAI.**  
 OREGON PINE SPARS AND LUMBER Always on Hand.  
 L. MALLORY.  
 Hongkong, 24th Jan., 1893. [60]

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.  
 PERU.....Saturday, 28th Jan.  
 City of Rio de Janeiro.....Saturday, 18th Feb.  
 City of Peking (via Honolulu).....Saturday, 11th March.

THE U. S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 28th Jan., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

**RATES OF PASSAGE.**  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.....\$235.00  
 To Liverpool and London.....325.00  
 To Paris and Bremen.....345.00  
 To Havre and Hamburg.....335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
**RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.**

DESTINATION.	30-day Ticket.	Through Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	295.00	291.50
St. Paul, Minn., Minneapolis, Minn.	295.00	
Chicago, Ill.	295.00	295.00
Milwaukee, Wis.	295.00	295.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	302.50	302.50
Detroit, Mich.	304.50	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	311.00	307.45
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.00	311.75
Philadelphia, Penn.	319.75	313.00
New York	319.75	315.00
Portland, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
 4 months.....\$337.50  
 12 months.....\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.  
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
 Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 21st January, 1893.

**F. Blackhead & Co.**  
 SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.  
 NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.  
 No. 7, Praya Central, HONGKONG.

SOLE AGENTS FOR  
**HARTMANN'S RAHTTEN'S GENUINE**  
 COMPOSITION for the  
 BOTTOMS OF IRON AND STEEL SHIPS.  
 HARTMANN'S GREY PAINT for coating the  
 Insides of STEEL SHIPS.

MOTOR LAUNCHES PATENT DAIMLER.  
 DAIMLER INDUSTRIAL MOTORS.  
 TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RRAFTS, LIFE-BELTS to Board of Trade Rules.

ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates.  
 Hongkong, 21st October, 1893. [16]

## Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
 BELGIC.....Thursday, 10th Jan., '93.  
 Ocelle.....Thursday, 9th Feb., '93.  
 Ocelle.....Tuesday, 28th Feb., '93.

THE Steamship "BELGIC" will be despatched for San Francisco, via Yokohama and Honolulu on THURSDAY, the 10th January, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

**RATES OF PASSAGE.**  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.....\$225.00  
 To Liverpool and London.....325.00  
 To Paris and Bremen.....345.00  
 To Havre and Hamburg.....335.00  
 Through Passage Tickets granted to Eng. and France, and Germany by all trans-Atlantic lines of Steamers.

**RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.**

DESTINATION.	30-day Ticket.	Through Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	295.00	291.50
St. Paul, Minn., Minneapolis, Minn.	295.00	
Chicago, Ill.	295.00	295.00
Milwaukee, Wis.	295.00	295.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	302.50	302.50
Detroit, Mich.	304.50	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	311.00	307.45
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.00	311.75
Philadelphia, Penn.	319.75	313.00
New York	319.75	315.00
Portland, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through tickets issued to Passengers booking to Europe or to Overland points, are good for transportation across the America, Continent, via the Union Pacific Railway System only.  
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
 4 months.....\$337.50  
 12 months.....\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.  
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

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 For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 21st January, 1893.

**Intimations.**  
**SIEN TING,**  
 SURGEON DENTIST.  
 No. 10, D'AGUIAR STREET.  
 TERMS VERY MODERATE.  
 Consultation free.  
 Hongkong, 27th September, 1892. [966]

**DENTISTRY.**  
**FIRST CLASS WORKMANSHIP**  
 AND MODERATE FEES.  
**M. R. WONG TAI-FONG,**  
 Surgeon Dentist,  
 (Formerly articled Apprentice, and latterly assistant to Dr. Rogers